

Connections

January 2009

MoDOT is Ready to Go with Economic Stimulus Projects

by Sally Oxenhandler

Signs of a deepening national recession have the U.S. Congress looking at various ways to stimulate the economy. One plan currently being considered could provide a short-term boost for the nation's transportation system as it contains at least \$25 billion for investments in roads, bridges and multimodal operations.

MoDOT has identified 34 transportation projects that could be awarded within 180 days of passage of an economic stimulus package. The projects, which would total about \$510 million, would create about 14,000 jobs and have a \$2.4 billion impact on the state's economy. Outlined at the Missouri Highways and Transportation Commission meeting in December, they include road, bridge, air, rail, transit, waterway and pedestrian projects.

Given additional funding beyond \$510 million, significant portions of four additional highway projects totaling roughly \$290 million could be under way in 2009.

"We know we can award \$510 million worth of work or more within 180 days of the stimulus bill's passage, with a considerable amount in less time," said Director Pete Rahn. "Investing in our infrastructure is the best course of action Congress could take. Not only would it provide an immediate economic shot in the arm, but it would yield the long-term benefits of safer highways and enhanced quality of life."

Rahn said any stimulus package couldn't come too soon and that Congress should not be concerned road and bridge improvements couldn't be put into place fast enough to provide the desired economic relief.

Ready to Go!

Federal funding for infrastructure projects would have a vital ripple effect. It would create jobs for road builders and designers and demand for related supplies and services, as well as further economic development around the improvements.

MoDOT would be ready to go with about \$137 million of work on Interstates 70, 44, 55, 35 and 29. Approximately \$60 million would go toward fixing the state's lettered routes in rural Missouri. The rest would be used on a variety of statewide transportation projects.

Seventeen of the proposed projects are already included in the STIP, but would be sped up, some by up to four years. Projects would then be added to the statewide construction program to replace those that were accelerated. Seventeen are new projects that have been identified as regional priorities and on which environmental work and preliminary design are already under way.

A complete list of the proposed projects can be found at www.modot.org.

West Half of I-64 Opens to Crowd of Ten Thousand

by Linda Wilson / photos by Cathy Morrison



On Sunday, Dec. 14, 2008, more than 10,000 people celebrated the newly completed section of Interstate 64 from Interstate 270 to Interstate 170. Before the first cars drove on the roadway, people were able to walk, bike, push a stroller and just enjoy the completion.

The five-mile section of I-64 from I-270 to I-170 was closed on Jan. 2, 2008, as part of the 10-mile, \$535 million reconstruction project. The western five miles were completed two weeks ahead of schedule. The project's eastern five miles were closed the same weekend for reconstruction until the end of December 2009.

The I-64 west half completion celebrations included a 5K run, cycling time trial, bike fun ride, horse-drawn carriage rides and general public fun without cars. The day had a very festive mood as people took advantage of the opportunity to take pictures and enjoy the road. Many members of the public stopped to thank any MoDOT employee they saw on the road.

"We have had great success on this project because of the great chemistry with our MoDOT team, contractor team and regional partners," said District Engineer Ed Hassinger. "Things we have learned from the I-64 project will have long-reaching

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A 'Virtual' Success
Virtual meetings are now a mainstay for public outreach in District 2

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Seat Belts Do Save Lives
Two District 3 employees credit seat belts for saving their lives after a head-on collision in 2007.

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Hanging by a Thread
A crewman has to keep a steady balance as he works on the kclCON project in District 4

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Holy DWI, BAT Van
District 7 welcomes two new Breath Alcohol Testing vans to combat impaired driving

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A Look Ahead
The new year will usher in several heavy construction projects in District 8

Five Things You Can Tell Your Neighbor about MoDOT’s Snow and Ice Removal

When you’re driving in a winter wonderland, you need a clear road. While some towns and municipalities in Missouri may be concerned about salt supplies, MoDOT will not have trouble keeping highways drivable this winter. Here are five things you can tell your neighbors about MoDOT’s snow and ice removal:

- 1. MoDOT works hard to clear roads fast and make them safe for motorists after a winter storm.
- 2. MoDOT takes salt bids in May and is virtually unaffected by the supply decline that happened late this summer.

- 3. During the winter, as salt supplies are used, part of MoDOT’s contract agreement with suppliers is to provide for a replenishment order between November and April.
- 4. Last year, approximately 3,000 dedicated employees spent more than 780,000 hours using 1,800 snow-removal vehicles, which added up to \$65 million on snow and ice prevention and removal.
- 5. MoDOT uses a priority system of routes to determine which roadways are cleared first and get traffic moving as quickly as possible.



Cathy Morrison

MoDOT Plays Important Role in Finding Missing Persons National Amber Alert Awareness Day is Jan. 13

by Sally Oxenhandler

It’s something no parent ever should have to face – a child gone missing. Yet such situations continue to arise, and when they do, MoDOT is there to help.

By virtue of our ability to communicate with the traveling public about driving conditions, we play a vital role in helping find abducted children and other missing persons. When an Amber Alert is issued, we post the information on our 60 rural electronic message boards on Interstates 70, 44, 55, 29 and 35 and on U.S. Route 60. Gateway Guide and Kansas City Scout also disseminate the information on their 82 boards in the urban areas, if they are not being used for critical travel information.

“When a child is abducted, time is of the essence,” said Missy Wilbers, traffic management and operations engineer and our liaison to the Missouri Highway Patrol on Amber Alerts. “Our message boards provide a direct and immediate way to get information about abducted children out to the public so they can be on the lookout.”

The AMBER Plan was created in 1996 as a legacy to nine-year-old Amber Hagerman, who was kidnapped and murdered while riding her bicycle in Arlington, Texas. The AMBER Alert Plan is a voluntary, cooperative partnership between law enforcement

agencies and broadcasters to activate an emergency bulletin to the public when a child has been abducted and it is believed the child is in danger. Since it was created in 1996, the AMBER Alert program is credited with the successful recovery of 426 children.

Under the AMBER Alert Plan, area radio and television stations interrupt regular programming to air information about the missing child using the Emergency Alert System or EAS (formerly known as the Emergency Broadcast System). That’s also when MoDOT’s message boards come into play.

In July 2008, MoDOT and the Patrol broadened their efforts to find missing Missourians through a statewide poster campaign called Operation REST – REcovering the LoST. Under the initiative, posters spotlighting missing people are displayed at MoDOT’s highway rest areas.

“More than 24 million people visit our rest areas each year, so they provide the perfect sites to distribute information about missing people,” Director Pete Rahn said. “Public information is crucial to solving missing persons cases. The more public viewing each poster gets, the better the chances of bringing someone home.”

Name the Train Voting Ends This Month



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Cast a vote now for your favorite train name and play a part in renaming the passenger rail service between St. Louis and Kansas City with a new moniker!

The Name the Train contest is a joint effort between MoDOT and Amtrak® to celebrate 30 years of state-supported passenger rail service across Missouri.

More than 8,300 name suggestions were received during the submission phase between November and December. That list was pared down to the top five by a panel of Amtrak, MoDOT and other external judges.

Although MoDOT employees aren’t eligible to win a prize, you can still cast a vote (only vote once, please!).

You can pick your favorite name by going to www.morail.org or go to www.modot.org and click on the Passenger Railroads page under Other Transportation and Rail.

The winner will not only have a slot in Missouri history, they’ll receive a prize that includes a pair of round trip tickets to anywhere in the country Amtrak serves.

Finalists are now posted and voting ends the week of Jan. 19, 2009, so log in and click on your favorite name.



West Half of I-64 Opens

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positive impacts as we move forward on future projects in St. Louis.”

Missouri Highways and Transportation Commissioner Mike Kehoe, MoDOT Director Pete Rahn, U.S. Congressman Todd Akin, Lt. Governor Peter Kinder and state and local leaders spoke at the ceremony attended by hundreds of people. The I-64 Project Director

Lesley Hoffarth received a standing ovation just before the ribbon was cut.

“We are setting the model for how to deliver a complex, urban project and do it quickly and very cost effectively,” said Director Pete Rahn.



With scissors in hand, Director Pete Rahn cuts the ribbon, celebrating the early completion of the western half of the New I-64 project.

Spotlight on Diversity

One of the key elements to any successful relationship is the ability to communicate. For MoDOT to truly have an inclusive workplace, it is important that we consider how we communicate with each other and our customers. One issue commonly raised is that employees sometimes feel awkward when it comes to communicating with people of different races, nationalities, genders, social status, etc. Sometimes it happens with our co-workers, other times it occurs when we make presentations to groups within our communities.

Simma Lieberman, nicknamed “The Inclusionist,” is a motivational speaker, author and consultant who specializes in diversity and inclusion, helping various organizations create effective working relationships in these areas.

Lieberman contends that people in general need to be more “Positively Conscious” of who you are talking to and how you can make them feel included. By making others feel included, they are more apt to listen to your ideas and share theirs with you. However, when

you offend people, communications will break down.

She provides the following “Ten PC (Positively Conscious) Tips for Communicating with a Diverse Audience” found on her Web site at www.simmalieberman.com:

1. Use words that include rather than exclude. For example, don’t refer to all managers as “he” and all administrative support as “she.” Also, be aware that people have different abilities. Instead of telling everyone

to stand, you might say everyone who is able please stand.

2. Learn the demographics of the audience before your presentation, and prepare.
3. Do not assume everyone shares your religious beliefs.
4. Look at everyone in the audience and smile at them. Speakers can have a tendency to visually relate to people who look more like them. Assume everyone wants to be valued.

5. Do not use humor that puts down any particular group. If you are not sure, get feedback from others.

6. Examine your assumptions about people who are different than you. Be open to letting go of those assumptions.

7. Do not be afraid to ask for the correct pronunciation of someone’s name.

8. If someone has an accent and you can’t understand them, ask them to repeat what they said slowly, because what they are saying is important to you.

9. Use methodology in your presentations to accommodate different learning styles; i.e., visuals, auditory, kinesthetic, etc.

10. Be comfortable with silence, in some cultures that can mean respect and attention. Be comfortable with direct interaction, in some cultures that can mean respect and attention. Also, be comfortable with saying, “I don’t know.”



Cathy Morrison

Show Support on Arrive Alive Wednesdays

by Reeve White

Beginning in January, MoDOT employees can show support for the primary safety belt initiative by wearing an ARRIVE ALIVE, Primary Seat Belt in ‘09 t-shirt to work on Wednesdays during the 2009 legislative session.

The t-shirts can be ordered on MoDOT’s intranet site by clicking on the ARRIVE ALIVE WEDNESDAYS button. Each employee will be responsible for the cost of the shirt. Short-sleeved and long-sleeved t-shirts range from \$4 to \$8 and polo shirts can be purchased for \$11 to \$14.

The t-shirts will show a unified front across the state as MoDOT employees join together to amend our current safety belt law in ‘09 to Arrive Alive.

Strengthening the current safety belt law will allow Missouri to save 90 lives and prevent 1,000 serious injuries every year. It will also bring \$16-20 million into the state.

Missouri current safety belt law is the ONLY Missouri traffic law out of more than 500 that has secondary enforcement. That means a driver must break another law first before they can be cited for a safety belt violation.

For more information on this life-saving initiative and opportunities to lend your support, visit www.savemolives.com.

First-in-USA ‘Diverging Diamond’ Interchange Being Built in Springfield

by Bob Edwards

Construction begins in January on what is expected to be the first-in-the-USA Diverging Diamond Interchange at Route 13 and Interstate 44 in Springfield.

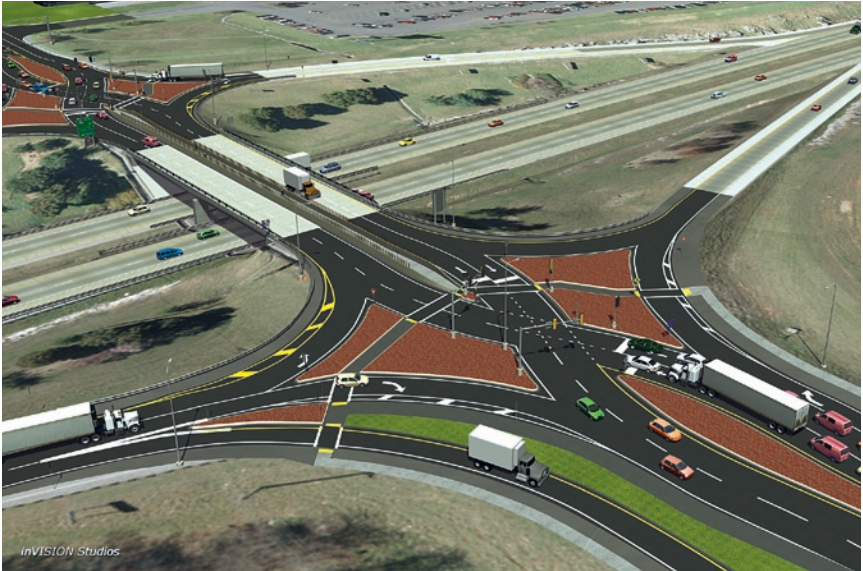
A \$3-million construction contract was awarded in December to Hartman Construction of Springfield. The project is expected to be completed July 10.

The DDI was chosen as the quickest-to-build, most affordable solution to an increasing congestion problem in northwest Springfield. It could well be the model for other DDI interchanges to help traffic flow at other locations in Springfield and elsewhere in Missouri.

The Diverging Diamond Interchange, based on a design used in France, will allow opposing lanes of Route 13 traffic to criss-cross at traffic signals at the ends of the bridge over I-44. Traveling across the bridge, oncoming traffic will be on the right, separated by concrete barriers and screening.

The design will give vehicles turning left from Route 13 (Kansas Expressway) onto I-44 a “free left.” At the same time, traffic continuing north or south on Route 13 will be able to travel more steadily through the interchange.

“I’m confident it’s going to work,” said District 8 District Engineer Kirk Juranas. “We’re getting acceptance in our



The computer-aided graphic above shows how the Diverging Diamond Interchange at Route 13 and Interstate 44 in Springfield will look once it is complete.

public meetings not only from younger drivers, but also older drivers.”

Project Manager Don Saiko, who researched the DDI design and adapted it for the Route 13/I-44 interchange, said the many signs and pavement markings planned will make it obvious to people how to drive through the interchange. “It should be very intuitive,” he said.

The project enables District 8 to keep the existing bridge over I-44 and rehabilitate it instead of building a new bridge. That significantly reduces cost and construction time.

Saiko said he was fortunate to be able to draw on the DDI knowledge developed by District 4 designers. They worked on a DDI project for an interchange in Kansas City that has been postponed because of the kcICON project being built nearby. A Diverging Diamond Interchange is also in the works in St. Louis where construction is expected to begin in 2010.

Diverging Diamond Interchange projects also are being put together in several other states, but the DDI in Springfield should be the first one completed and in use.

inVISION Studios

Hundreds of Employees Reap Benefits for Meeting Performance Plus Targets

Hundreds of MoDOT employees will enjoy a little more Christmas cheer this year thanks to the Performance Plus program. Their efforts to very accurately estimate project costs and minimize project cost overruns in the months of July, August and September saved MoDOT more than \$11 million and earned them a share of more than \$170,000 in incentives for their cost-saving efforts.

Nearly \$60,000 in incentives were paid to 240 employees from six districts

and Central Office Bridge and Design divisions who helped save nearly \$3.5 million by accurately estimating project costs. That resulted in a net savings of \$3,362,218.

Districts 1, 5, 6, 8, 9 and 10 met the target of all awarded projects coming in less than or equal to 1 percent over the total STIP construction estimates. In the six districts, 59.1 percent (13 out of 22) of the projects met the target.

Nearly \$116,000 in incentives were paid to 286 employees in all 10



districts who helped save more than \$8 million by minimizing project cost overruns. Final net savings for MoDOT was \$8,880,837.

A total of 19 project offices had an overrun of 1 percent or less. Those project offices include Maryville, Macon, Hannibal, Mexico, Richmond, Kansas City – NW Cookingham, Camdenton, Jefferson City, Festus, St. Clair, Belle Fontaine, Neosho, Carthage, Springfield, Van Buren, Willow Springs, Sikeston, Poplar Bluff and Jackson.

Seven of the 10 districts (Districts 2, 3, 5, 7, 8, 9 and 10) achieved the target of one percent or less overruns on projects and the statewide target was also achieved. As a result, in these districts, employees in the successful project offices mentioned above received a \$500 incentive, while workers in the successful project offices in the other districts took home \$250.

Rahn Gives Annual Legislative Report

by Sally Oxenhandler

MoDOT Director Pete Rahn appeared before the Joint Committee on Transportation Oversight on Nov. 19 to present MoDOT’s annual accountability report. The committee, comprised of Senate and House legislative leaders, meets annually to review MoDOT’s operations and finances and hear testimony on future plans.

Rahn cited funding for transportation as the state’s biggest challenge. Revenues were down almost 5 percent for the first four months of the fiscal year due to falling revenues from fuel tax, motor vehicle sales tax and license fees – about an \$18 million decline. If the trend continues, Rahn told legisla-



tors, MoDOT could face a \$73 million shortfall by the end of the fiscal year.

“The reality is we don’t have a lot of room to squeeze much more efficiency out of what we’re doing,” Rahn said. “It means eventually we either are go-

ing to have to find additional monies to invest in our system or we need to be ready for a declining condition of our system.”

Despite funding challenges, Rahn highlighted the progress we have made in improving state highways and making them safer. For example, Missouri has seen a 21 percent decrease in traffic deaths over the last two years – the second-largest decrease in the nation. And 78 percent of the state's major roads are now in good condition compared to 46 percent in 2005.

“If you look at what we’re delivering now, we are saving lives, we are improving the condition of our roads and

we are providing great value with the resources that have been provided to us through the additional funding provided from Amendment 3,” Rahn said.

Rahn thanked legislators for recognizing maintenance crews with a House resolution that praised workers for keeping Missouri highways clear and safe during record snow, ice, floods, tornadoes, earthquakes and, yes, even frogs.

“We do have a plan in place for locusts,” Rahn quipped.

January Service Anniversaries

35 Years	
Dennis W. Underhill	D8
Jeffrey J. Aholt	CO
30 Years	
Ralph M. Morriss	D1
Charles A. Maddox	D1
Charles T. Bowles	D3
Patrick G. Calhoun	D4
Ronald J. Faulkenberry	D4
Chris Stone	D6
25 Years	
Donald T. Earixson	D1
Anthony J. McGaughy	D1
Billie R. Clapp	D2
Mark A. Strobel	D5
James K. Schmidt	D6
Robert L. Sudholt	D6
Edward W. Hassinger	D6
Patrick A. Martens	D6
Mark A. Sauerwein	D6
Lawrence E. Welty	D6
Gregory A. Wilhelm	D6
Sheldon C. Bennett	D6
Larry D. Van De Mark	D7
Larry E. Mitchell	D7
James L. Conley	D7
Tracy E. Davault	D8
Reginald B. House	D9
William C. Fox	D10
David H. Tropf	D10
Dennis G. Bryant	CO
Joyce E. Foster	CO
Mike A. Fritz	CO
Donald B. Hillis	CO
Shelley J. Kloeppel	CO
Renate A. Wilkinson	CO
20 Years	
Ronald E. McAfee	D1
Barbara J. Stegner	D4
Steven W. Engelbrecht	D5
Matthew C. Myers	D5

Barbara A. Inman	D5
Scott J. Washausen	D6
Douglas R. Canady	D6
John C. Lewis	D6
Edward J. Muehlenkamp	D6
William M. McLaughlin	D6
Glen Kester	D7
Darrell D. Brixey	D8
Richard R. Pilcher	D9
Roy G. Gaither	D9
Randy J. Kelley	CO
Kevin W. McLain	CO
Pamela F. Richter	CO
Daniel J. Smith	CO
Scott H. Stone	CO
15 Years	
Janique M. Flora	D1
Erin L. Gruber	D2
Nathan J. Briggs	D3
Tessa M. Williams	D3
Erik J. Maninga	D5
Timothy J. Schroeder	D6
Dennis J. Mazur	D6
Stephen K. Cochran	D7
Wayne G. Long	D8
Scottie L. Smith	D9
Daniel E. Bassett	D9
Kristy L. Pettit	D10
Gary R. McQuitty	CO
10 Years	
Jeffrey R. Burns	D1
Shane I. Viers	D2
Earl E. Keune	D2
Alphonse F. Dames	D3
Donald E. Drebes	D3
Joshua J. Scott	D4
Stephen R. Porter	D4
Wesley E. Squire	D4
Joseph A. Caldarella	D4
Jacob D. Ray	D5
Delton R. Jones	D5

Jason D. Woods	D5
Thomas J. Evers	D6
Danny J. Bowling	D7
Michael C. Middleton	D7
Jessie J. Eidson	D8
Jason M. Williams	D10
Brett C. Nelson	D10
Jason W. Norris	CO
Danica D. Stovall-Taylor	CO
David A. Straatmann	CO
Shirley J. Tarwater	CO
5 Years	
Randy L. Bland	D3
Randall E. Easley	D4
James R. Stranghoener	D4

Telisa M. Anderson	D5
Eddie M. Frazier	D5
Ronald L. Peterson	D6
Howard E. DeClue	D6
Michael L. Robinson	D6
Charles E. Isgriggs	D6
Michael R. Bock	D8
Denna C. Tune	D9
Darin J. Pryor	D9
Jarrett A. Reedy	D9
Joseph N. Boggs	D10
James R. Young	D10
Louis M. Ochs	D10
Michael S. Irudayaraj	CO
Suzette C. Kempker	CO
Victoria L. McElwaine	CO

In Memoriam

Retirees					
Jerry F. Manier	D8	Nov. 2	Francis “Bud” D. Jones	D1	Nov. 15
John J. Coleman	D1	Nov. 7	John F. Dickson	D4	Nov. 15
Donald D. Clawson	D4	Nov. 9	Sidney “Sid” E. Dunaway	D9	Nov. 20
Norman L. Cardwell	D4	Nov. 10	Samuel “Sam” F. Read	D1	Nov. 23
Clarence “Gordon” Spalding	D1	Nov. 12	Cecil B. Robertson	D8	Nov. 27
Bobby R. Neely	D4	Nov. 13	Durward “Wendell” Rasco	D1	Nov. 30
Peter “Pete” H. Witt	D9	Nov. 13	Troy H. Benefiel	D9	Nov. 30

November Retirements

Name	Location	Years of Service
Randall Freeman	D4	27
Dean Whitfield	D5	30
Keith White	D6	27
William Lord	D7	16
Kenneth Foster	CO	29



All in the Name of Charity

During the 2009 Missouri State Employees Charitable Campaign, there were many creative events planned to raise money for various worthy charities. Motor Carrier Services’ Trike-a-Thon was perhaps one of the most entertaining.

MoDOT’s Creek Trail parking lot was the site of a race to decide which charity would receive donations collected

by the MCS administration team in a cutthroat Fill My Can competition.

The competitive spirit carried through the race as Mark “You Said There Were NO RULES” Biesemeyer crossed the finish line first and decided that the \$452.29 collected during the campaign would go to MSECC charity, St. Jude’s Hospital in Memphis.



Trike-a-Thon racers and organizer Tina Thurman, left, await the start.

Giving the Gift of Music

by Kristi Jamison

MoDOT is a participant in the Jefferson City Area Chamber of Commerce’s Partners in Education program. Through this program, the Chamber pairs schools and local businesses in a collaborative partnership that aims to help students achieve academic excellence. The Equal Opportunity and Diversity Division administers the program at MoDOT. Our partner is Thomas Jefferson Middle School.



The Thomas Jefferson Middle School Orchestra, led by Ashley Ledgerwood, presented a holiday musical to MoDOT employees in December.

The program is mutually beneficial. MoDOT volunteers help these students excel by serving as mentors and donating supplies. We also host a MoDOT Day at the middle school to educate students about future transportation career opportunities.

In return, these students have a better opportunity to become productive citizens in our communities. Some may even end up as MoDOT employees. But, one of the immediate benefits we enjoy each year is a holiday musical performance.

On December 10, the TJMS Orchestra performed a delightful Christmas musical at the Central Office. Also appearing in concert were the MoDOT Divas; i.e. Roberta Broeker, Mara Campbell and Brenda Morris. The trio performed a few great selections of their own, including a special “remix” of “New York, New York,” with lyrics specifically tailored to welcome the TJMS students.

Camera Ready

Hanging from a helicopter high in the sky; standing on the side of a highway as traffic rushes by; and trudging through tall grass, hiding insects and various creatures to get under a bridge are only a few of the adventures MoDOT photographers Cathy Morrison and Shaun Schmitz may face on any given day.

Both are professional, award-winning photographers with nearly 20 years experience each. In their work for Multimedia Services, they travel to all 10 districts to take photos for a variety of uses, such as legal documentation, presentation materials, portraits and press events.

Their work also provides a visual history of MoDOT projects like the New I-64 in St. Louis and the kcICON project in Kansas City.



Photographer Cathy Morrison captured this striking photo of the Paseo bridge. The 50-year-old structure will be replaced by a new cable-stayed bridge as a part of the kcICON project in Kansas City.

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for more info

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You can also find their work featured in brochures, booklets, reports and newsletters for in-house purposes, as well as national magazines, books, resource materials and other external publications.

If you take your own pictures and need prints made, our photographers are

equipped with an in-house digital mini-lab where they can produce photos in several different standard sizes. They also are equipped with two photo-quality, wide-format printers that can handle bigger jobs up to 44-inches wide.

D1

Northwest

MoTA Comes To St. Joe

story and photo by M. Elaine Justus

On Dec. 4, the Northwest District became the site of the first visit by the transportation advocacy group called Missouri Transportation Alliance, or MoTA. MoTA is a non-partisan, citizen-led group of transportation stakeholders, business and labor organizations and community leaders who believe Missouri's transportation infrastructure is critical to citizen safety and job creation.

Led by former Missouri Highways and Transportation Commissioner Bill McKenna, MoTA's purpose is to talk with Missourians throughout the state about transportation needs and what can be done to increase the current transportation investment.

The St. Joseph Area Chamber of Commerce hosted the gathering of over 45 people as McKenna introduced the District chairs for MoTA: Michael Meierhoffer of Meierhoffer Funeral Home in St. Joseph and Douglas Sutton, an executive recently retired from the Maryville Kawasaki plant.

"I am very pleased with the turnout," said District Engineer Don Wichern. "There were representatives present from area businesses, civic groups, community organizations and elected officials. All of them are people who can be our best supporters if they're informed about our needs."



Former Missouri Highways and Transportation Commissioner Bill McKenna (standing) led the discussion with members of the community of Northwest Missouri. District Engineer Don Wichern and Assistant District Engineer Tony McGaughy were there to observe and answer questions. The new MoTA Northwest District chairs are Mike Meierhoffer (seated on Don's left) and Douglas Sutton (seated on Tony's right).

MoTA's mission statement reads that the organization "will ensure that the comprehensive vision enhances safety for our families, improves the qual-

ity of our transportation system and replaces our failing bridges, moves people and goods efficiently, grows our economy and creates quality jobs."

Giggles & Wiggles and MoDOT

story by M. Elaine Justus; photos provided by the preschool

Connie Hale, who retired last year and now works for MoDOT as a 1,000-hour employee in Community Relations, travels around our 12-county region as the "face" of MoDOT to future drivers.

Nov. 13 and 14 were big days for the 30 children of the Giggles & Wiggles Preschool in Cameron. That's the day Connie and J.C. Kirkendohl, intermediate maintenance worker with the interstate maintenance team, came to visit.

The children got a chance to make concrete. They also got to meet Buckles Bear and see how important it is to buckle up. Using toys and a colorful rug printed with streets, they practiced



Learning how to mix concrete was the favorite part of the day for this young man.



J.C. Kirkendohl and retiree Connie Hale gave all the children a "tour" of the salt truck and even let them sound the horn.

6



MoDOT retiree Connie Hale shares the importance of buckling up with Buckles Bear at the Giggles & Wiggles Preschool in Cameron.

setting up work zones and learning how to drive through them.

As always, the biggest attraction was the yellow salt truck that J.C. brought to their school. J.C., whose daughter attends the preschool, gave each one of them their very own tour of the truck cab and even let them sound the horn.

for more info

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Seventeen Points = \$100

by M. Elaine Justus

Every year, an anonymous donor offers a \$100 gift certificate to Cabela's for the MoDOT employee who takes the deer with the most points.

This year's competition was especially poignant because all entry fees (\$140) were to be given to a MoDOT employee who is battling pancreatic cancer.



Caleb shot this monster 17-point buck early in the bowhunting season. He won the prize, and helped to raise money for another employee battling cancer.

Early in the bowhunting season, we received word that Caleb Phillips of the Materials Division had taken what he thought could be a winner. He was right. This was the largest deer ever taken in the history of our contest.

Ironically, Caleb shot the deer on the Buchanan County property of his co-worker Heath Hartman.



D2

North Central

Goal exceeded - Lives saved

The Missouri Coalition for Roadway Safety's North Central Region received first place honors during the Blueprint for Safer Roadways conference.

The first place award was given to the Coalition for exceeding the 2005 – 2007 fatality reduction goal. Thirty-two more lives were saved during this time than the targeted goal for north central Missouri.

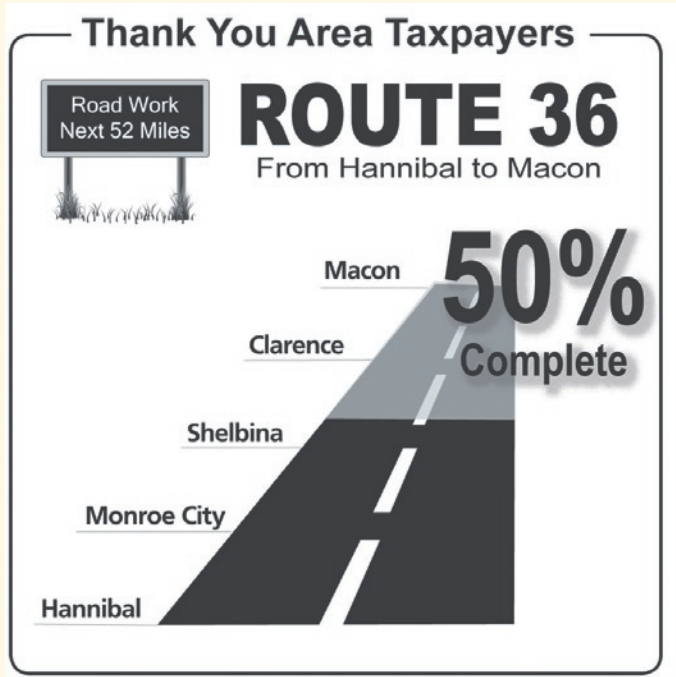
The reduction achieved by the region played a big part in helping the state-wide coalition reach its fatality reduction goal one year early in 2007.

The Coalition is again on track to fall below the revised target number for 2008 set during the conference.



Traffic Operations Engineer Dan Skouby, above center, accepts the award from Lt. Colonel Richard L. Coffey.

Halfway There



The project to four-lane Route 36 from Macon to Hannibal recently hit another milestone - the halfway mark!

Although it was an extremely challenging construction season due to heavy rainfall, the contractors have made good progress in recent weeks and will continue their efforts until the entire 52 miles are complete and open to traffic, targeted for December 2009.

The “Thank You Taxpayers” advertisement above keeps everyone along the corridor updated on the progress, and reminds them that they are truly partners with MoDOT as citizens passed a one-half cent, 15-year sales tax in 2006 to fund half of the construction costs of the project.

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Charity Begins at Home



District 2 had another record year with \$9,874 pledged to the Charitable Campaign, \$23.18 per capita. It was a very successful year for district contributions. Special thanks to everyone who participated. Sarah Forney, senior financial services technician and the district's campaign coordinator, and District Engineer Dan Niec show off this year's award.

Public meetings become “virtual”

by Anthony Zuccarini

MoDOT public meetings generally consist of a meeting area, chairs and tables, people and enough foam board displays to make a small art gallery proud.

Recently, MoDOT and District 2 took the additional steps needed to make public meetings more widely available to the public. Today this new concept is the “virtual public meeting.”

The “virtual public meeting” is a web-based tour of a public meeting's detailed project information. This meeting format allows for a participant to take his or her time analyzing the information while doing so in the comfort of home. In today's society, this is a major advancement.

“People are very busy and have minimal discretionary time each week, so it takes a huge amount of motivation to get the public at meetings,” said Pres-

ton Kramer. “For every important project from this time forward we plan to utilize it,” Kramer said. “This means any project that is major, unique, controversial or where there is misinformation.”

According to District Engineer Dan Niec, the use of the “virtual public meeting” has become a discussion of interest at various state meetings.

“We discussed the virtual public meetings at our last Tracker meeting,” Niec said. “Pete Rahn emphasized how he wants each district engineer to use it to supplement existing public outreach initiatives. But the use of virtual public meetings is not intended to replace face-to-face communication with the public.”

Both Niec and Kramer agree at the success of the new concept.

“Our [virtual public meeting] site was so successful we had 276 visitors in a



ton Kramer, MoDOT project manager. “This allows for us to grab a better cross section of the public.”

To date, the use of the “virtual public meeting” has only been used for three projects statewide: The I-70 corridor project, and the Alternate Route 63 and New Franklin Viaduct projects in District 2. However, District 2 plans to increase this number substantially.

10-day period,” Niec said.

Kramer said the only improvement he would like to see in using the virtual public meeting is to make it a bit more user-friendly by using less links and possibly creating a blog.

“We have been talking about the potential for a blog, but that would take constant monitoring,” added Kramer. “We would hate to have miscommunication like at a coffee house.”

D3

Northeast



Gene Boyles (left) is pictured at a bridge in Shelby County, along with Ted Smith who is operating the Drott machine. Gene is responsible for coordinating a district-wide effort to repair a dozen bridges where scour holes developed during excessive flooding this year.

The Bulldozer Guy Gets His Chance

Novelty Maintenance Supervisor Gene Boyles loves running a bulldozer. With all the flooding that occurred this summer, he has been given an opportunity to coordinate the district-wide bridge scour repair program.

“When we don’t have snow and the ground is frozen, we have to get the washed out areas under the bridges repaired,” Gene said. “So I’m hoping now for snow!”

Already this winter, under his direction and with the help of several other supervisors, they have repaired two of the dozen bridges. “It’s definitely a team effort when you consider we’re working with all the different buildings and Ted Smith for the Drott,” he said.

Keeping communication flowing is a key factor because not only is maintenance involved, but so is the district bridge crew.

A scour is created under a bridge when water whirls consistently and for a good length of time causing the ground to erode around the piers and potentially causing instability of the piers. “We had one bridge that had at least 10 feet of the pier exposed,” Gene explained.

The process to repair the scours involves putting shot rock under the bridge where they’ve been washed out.

“To give you an idea of how big some of these areas are, we’ve had to pack anywhere from 400 ton to more than 1500 ton of rock to make the repairs,” Gene said.

Other repairs on bridges this winter involve mud jacking or slab jacking.

“Voids under the bridge approach may indicate the need for this repair method,” explained Maintenance and Traffic Engineer Mark Giessinger. “Even though we expect some settling, if excessive, it needs to be addressed.”

Mud jacking is a way of pumping material, mostly cement and lime, into the cavity under the pavement. Another material used is polyurethane.

“This method is a little more expensive than using the cement and lime, so it is typically only used on the more difficult repairs,” Mark explained.

These repairs help provide a smooth and safe transition onto the bridge.

Music Reminds Survivors of Life

Holly Thronson and Steve Dickson were on their way to visit with a landowner about the Route 36 four-lane project. It was a pleasant, sunny day... March 12, 2007. Steve was driving the 2003 Ford Explorer he normally used for his survey work. Steve had taken out several pieces of large survey equipment in the back to prepare the vehicle for an upcoming cleaning. He couldn’t find a good radio station, so turned the volume down. He thought aloud about the large truck behind him, “I wish people wouldn’t tailgate!”

What happened next may take several paragraphs to explain, yet it only took a few seconds to change lives.

Traveling west on a two-lane Route 36, Steve noticed an oncoming car passing another vehicle. The driver got back in her lane, but he noticed she over corrected. Within a split second, the car came back into his lane and collided with Steve and Holly’s Explorer. “I didn’t even have time to hit the brake,” Steve said. He yanked the wheel and headed to the ditch, but it was a head-on collision.

When they hit, both Steve and Holly vividly remember the impact being hard and very loud. “It was like two tons of steel and metal just crunching,” Steve described. The impact was so great, the other car stopped immediately and the Explorer pushed it back about 30 feet.

Later, they were reminded of the impact when they noticed that Steve’s business

card and social security card were found under Holly. “They were originally in my wallet, which was still in the console, and there were several other cards still in the wallet,” Steve explained.

Steve and Holly’s Explorer rolled once and landed on its wheels. “Everything was flying...dirt, glass, grass...even some of the small things left in the back,” Steve said. After landing, an eerie silence was quickly broken when suddenly they could hear music coming from the radio. They looked at each other and realized they were still alive.

The paramedics arrived and checked on Holly and Steve. Holly had blacked out a couple of times, but they were both stable. “We knew the other driver was more serious, because they were spending a lot of time on her,” Holly said.

Unfortunately, the other driver didn’t survive the crash. Holly and Steve both required hospital stays, but within a few days, they were able to go home. Their physical wounds have healed, but the emotional impact is still with them.

Remember the truck that was tailgating Steve and Holly? There were skid marks on the highway for a long time as a vivid reminder of the accident, and for those who knew what happened, they symbolized the day Holly and Steve survived a head-on collision.

Both agree, wearing their seat belts saved their lives.



Holly Thronson, right of way, and Steve Dickson, survey, are adamant about buckling up. (Inset) This is the Ford Explorer that Steve was driving and in which Holly was a passenger after it was hit head on.

“Feeding Our Crew” Cookbook Available



The Northeast District’s Children’s Christmas Committee is offering this cookbook for \$12. Titled “Feeding Our Crew,” all proceeds from the cookbook will benefit the annual Christmas party given to underprivileged children in the area. There were eleven preschool children who participated last year. To order your cookbook, e-mail Janet Groenda at janet.groenda@modot.mo.gov or give her a call at 573-248-2617.

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D4

Kansas City Area

kclCON Marks First Year of Progress \$68.7 million of \$232 contract complete

by Joy Wasendorf, Paseo Corridor Constructors

Nov. 14 marked one year since the Missouri Highways and Transportation Commission awarded MoDOT's kclCON Design Build project to Paseo Corridor Constructors. Design work is now 100 percent complete, with the project as a whole more than 30 percent complete. Through September, the lead design firm – Parsons Transportation Group – and its sub-

contract forces had logged more than 115,200 hours on design activities.

As construction progresses through 2011, there might be minor modifications or “field design changes” made to the plans, but for the most part the project's design was set as of Dec. 5.

With the foundation work now done on the river bridge center pylon, people will start to see the delta-

shaped support structure rising out of the water as a series of segmental concrete pours take place in the coming months.

Other ongoing river bridge work includes forming the five vertical columns for each of the five bridge bents



Jennifer Benefield

A final look at the rebar cage before the Paseo Corridor Constructors river bridge crew placed 1,500 cubic yards of concrete to form the footing of the Christopher S. Bond River Bridge in Kansas City on Nov. 8.

that will help support the structure. Building each of these 25 columns involves drilling about 100 feet into the ground, forming and setting the metal rebar cage inside the shaft and pouring about 220 cubic yards of concrete.

While most of the river bridge work is occurring east of the existing highway corridor and is not impacting the traveling public, other construction activities associated with the highway improvements are more noticeable. Some of the ongoing and upcoming highway construction activities include:

- Highway widening work on the east side of the viaduct that spans the railroad tracks just north of Bedford Avenue. Work on the bridge abutment along Bedford Avenue off-ramp from northbound Interstate 29/35. This off-ramp was closed the morning of Dec. 1 and will remain closed for about two years. During this time, motorists wanting to access the Paseo Industrial District will need to go north to 16th Avenue and re-enter the highway going south to the Levee Road exit.
- Widening to the outside of the southbound I-29/35 lanes between Front Street and Independence Avenue. This work will eventually require a short-term closure of the Independence Avenue loop ramp to westbound Interstate 70. This closure, anticipated to last about



Jennifer Benefield

A Paseo Corridor Constructors crewman places a portion of the 235 miles of rebar that will be used to construct the Christopher S. Bond River Bridge in Kansas City on Nov. 5.

two months, is tentatively planned for Spring 2009.

- Retaining wall construction and drainage work between Levee Road and Bedford Avenue on the east side of the highway.
- Highway widening work on the east side of the viaduct that spans the railroad tracks just south of the Front Street interchange.
- Installation of sound wall panels on top of the retaining wall panels that are in place along the Armour Road off-ramp from northbound I-29/35.
- Construction of the bridge abutment on the north side of Armour Road for the new southbound highway viaduct.

For the latest project information and Web cam progress photos, visit www.kcicon.com.

District 4 Office of External Civil Rights Celebrates DBE Graduation

by Gina Myles

On Dec. 4, MoDOT District 4's Office of External Civil Rights held its graduation ceremony for participants of the Disadvantaged Business Enterprise Supportive Services Pilot Program. The graduates received the Ewing Marion Kauffman Foundation's FastTrac certifications, marking the completion of their two-year training in the Supportive Services' entrepreneurship program. The graduation ceremony was held at the Bruce R. Watkins Cultural Center in Kansas City.

The first graduating class consisted of business owners from several Kansas City area companies; Lana and Derek Couch - Couch Excavating Company, Inc.; Herman Davila - Davilla Sheet Metal Contracting; Vickie Enloe -

Enloe Enterprises, LLC; Raymond Okuagu - Premier Engineering Consultants; Timberland Smith - Mustardseed Cultural & Environmental Services, LLC; John Rolls - Whatever It Takes Electric Contracting; and Ina Montgomery - The CODA Company.

The DBE Pilot Partnership Program was originally developed to address the needs of minority- and women-owned companies that are state certified Disadvantaged Business Enterprises, seeking work on federally funded highway projects. The program provided a variety of services specific to the needs of each participating firm. The initiative used the internationally known Kauffman Foundation's FastTrac business development model to assist DBE firms in

increasing their capacity and business acumen in specific and measurable areas over a two-year period.

The DBE Supportive Services Pilot Partnership Program operates in conjunction with and is supported by the Business Assistance Center. The center offers in-house assistance or administers services from external providers through one-on-one business development counseling

and coaching and facilitated and/or computer-based training/workshops. It also provides Internet-accessible resource materials and data to participants in the pilot partnership program and other certified DBEs in all areas of business development, marketing and management.

MoDOT's DBE Supportive Services Pilot Partnership Program recently received federal funding for another two years.



Shaun Schmitz

These business owners are the first graduating class of the DBE Supportive Services Pilot Partnership Program.

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D5

Central

MoDOT Helps Ensure the Eagle Has Landed

by Holly Dentner

MoDOT wants to make sure that efforts to provide a safe and efficient transportation system don't conflict with efforts to protect wildlife and area habitats.

Last March, MoDOT employees discovered a bald eagle nest along the proposed alignment for the new U.S. Route 54 Expressway in Camden and Miller counties. The bald eagle is a federally protected species covered by the Migratory Bird Treaty and the Bald and Golden Eagle Protection Act, which meant that MoDOT would need to proceed very carefully to ensure that no harm came to the two adult eagles and two nestlings living there.

MoDOT environmental specialists and project managers worked closely with the U.S. Fish and Wildlife Service and the Missouri Department of

Conservation to determine that the best course of action would be to wait for the eagles to leave the nest, and then remove it before the eagles returned in December to start the next season's nesting process.

"Eagles will reuse the same nest, but they can be very sensitive to disturbance from noise and



Shaun Schmitz

Sr. Environmental Specialist Bree McMurray and Andy Forbes, state avian ecologist with the Conservation Dept., check the eagle's nest for feathers they can have processed for genetic fingerprinting.

construction activity," said Bree McMurray, senior environmental specialist. "In this instance, private development near the proposed highway alignment meant that even if MoDOT changed the highway location, there could still be a disruption that might cause the eagles to abandon their nest.

"By removing the existing nest, the eagles can return to the lake area, but they will find a new location and build a new nest away from the construction."

The three agencies worked together for several months to secure a permit that allowed them to carefully remove the nest for scientific study and educational purposes.

A crane was brought in on Nov. 25 and the empty nest was cut from the tree intact. It will be stored in a secure location while MoDOT works with Conservation to prepare the nest for



Shaun Schmitz

It took a crane borrowed from the contractor to remove the nest, which was about 50 feet up in the tree. The nest removal took about an hour.

display. Plans for its permanent display location are still being determined.

"Changing the expressway alignment to avoid disrupting the eagle nest meant the possibility of significant project delays while right of way was renegotiated and new plans were designed," said Assistant District Engineer Eric Schroeter. "This alternative allowed us to do the right thing by being environmentally and financially responsible."

Interchange Opens in Boone County

Motorists are now using a brand new interchange at U.S. Route 63 and Gans Road in Boone County. Area officials participated in a ribbon-cutting ceremony on Nov. 20 and the interchange opened later that day.

The \$7.9 million project includes a new diamond interchange at the intersection of Route 63 and Gans Road and the realignment of Gans Road and Ponderosa Street.

"We are very pleased to open this interchange to traffic," said District Engineer Roger Schwartz. "It will increase safety for motorists using Route 63 because it has allowed for the removal of the crossover at Ponderosa Street, where a number of serious accidents have occurred."

The new interchange will also accommodate increased traffic generated by the new development area in south Columbia along Route 63 as well as help alleviate congestion at the Route AC interchange approximately 1.5 miles north of the new interchange.

Funding for the project is supported through public and private entities, including the Federal Highway Administration, MoDOT, the city of Columbia, the Gans Road and U.S. 63 Transportation Development District and the University of Missouri.

"This project is a model for how the local, state and federal governments, as well as area developers can work together to improve the transportation system while supporting area economic development," said Schwartz.



Shaun Schmitz

More than 50 people braved the very cold and windy weather to help celebrate the opening of the Gans Road Interchange in Columbia.

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U.S. Route 54 Pavement Stands the Test of Time

by Holly Dentner

While the average motorist might not give too much thought to what goes into the asphalt beneath a vehicle's tires, it is MoDOT's responsibility to make sure that material is long-lasting and serves the public well.

MoDOT was recently honored with a 2007 Perpetual Pavement Award from the Asphalt Pavement Alliance. MoDOT was one of 10 transportation agencies across the nation recognized for a roadway segment that demonstrates excellence in design, quality construction, and value to the traveling public. The winning roadways must also have lasted at least 35 years without a structural failure.

The award recognized a 12.5-mile segment of U.S. Route 54 in Camden County, between Route 73 and the bridge over the Niangua Arm of the Lake of the Ozarks. The route opened in August 1970 and for more than 38 years has succumbed to nothing more than the usual cracking and rutting that accompanies weather, the environment and increasing traffic volumes.

"In 1985 we did place an inch-and-a-quarter asphalt overlay on the route, but a layer that thin does not alter a highway structurally," said MoDOT Assistant District Engineer Eric Schroeter. "Work like that simply smoothes out

the ride and is considered very minor in comparison to the highway's overall condition."

The route's condition is particularly remarkable considering the number of vehicles now using it. Traffic has climbed from 2,585 vehicles and 260 trucks per day back in 1970 to 7,390 vehicles and 1,400 trucks today.

"The average lifespan of a pavement varies depending on traffic volume, the physical weight of vehicles using the highway, and weather, environment and soil conditions," said Schroeter. "It is truly impressive for this segment of Route 54 to hold up so well for so long."

Engineers at the National Center for Asphalt Technology evaluated the nominations and a panel of industry experts validated the winners. The award was presented on Nov. 12 at a ceremony in Nashville, Tenn.



Cathy Morrison

MoDOT's 2007 Perpetual Pavement Award

D6

St. Louis Area

District 6 Shows Successful Teamwork

by Andrew Gates



The center where the partnership between MoDOT and NAVTEQ occurs.

MoDOT and NAVTEQ Traffic partnership was named “Best in ITS 2008” by the Intelligent Transportation Systems America board during its annual meeting in November. The partnership, a travel information sharing agreement between the two organizations, helps provide real-time sensor data and travel information to Gateway Guide and MoDOT’s 511 telephone information service.

The partnership was recognized for its innovative efforts to increase the

data gathered on traffic conditions, its efforts to place NAVTEQ staff in the Gateway Guide operations center to monitor and manage traffic information resources (such as 511) and its efforts to get real-time traffic information to satellite radio and local television and radio stations.



District Engineer Ed Hassinger, far right, and the MoDOT I-64 Team assembled on the closed section of Interstate 64 near McKnight Road just a few days before the western half of the project reopened to traffic Dec. 15, two weeks ahead of schedule.



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MoDOT Celebrates Completion of the New Route 21

by Kara Price

District 6 celebrated the completion of the New Route 21 Improvement Project from St. Louis

County to Route B in December. The New Route 21 was Completed as Promised over eight months ahead of schedule, which is great news for Jefferson County motorists.



A ribbon-cutting ceremony was held in mid-December on the New Route 21 under the Old Route 21 Bridge to commemorate the significance of this important project. MoDOT engineers and elected officials, including Congressman Russ Carnahan and Commissioner Grace Nichols, Missouri Highways and Transportation Commission, addressed approximately 200 people at the ceremony.



Officials cut the ribbon in December to officially open the new section of Route 21 through Hillsboro.

Construction on the final segment of the new four-lane divided highway began in Summer 2006. The prior Route 21 only had two lanes with very narrow shoulders and several entrances, which resulted in long traffic delays. It was constructed to improve the safety and capacity of this highway. The new road provides a much better alignment, which means it is straighter and less hilly with wider shoulders that will improve motorists’ visibility and safety. Approximately 14,000 cars a day use Route 21 at this location. The \$25.1 million project was awarded to Fred Weber, Inc. using Amendment 3 funds.

In the early 1980s, a group made up of local concerned citizens formed the Route 21 Task Force. The first groundbreaking ceremony for the new highway took place on July 2, 1987 at Route 141. The task force members have changed over the years, but the mission of the task force remains the same: *Work with partners like MODOT and elected officials to stay committed to the completion of this project.*

MoDOT and the Route 21 Task Force remember those who have lost their lives on Old Route 21. They will always be in our thoughts and prayers.



A hilltop view of a section of the New Route 21.

D7

Southwest

Grant Money Awarded to Reduce Impaired-Driving Fatalities

by Wendy Brunner-Lewis

Nine local law enforcement agencies were thankful to receive grants to combat impaired driving, just in time for their safe-driving campaigns that ran from Thanksgiving through New Year's. The grant money totaled \$303,000 and came from MoDOT's Highway Safety Division.

Uses for the money include sobriety checkpoints, DWI enforcement activities and youth alcohol education/enforcement.

Much of the money went toward overtime costs to pay for officers' time during checkpoints, but one grant in particular paid the salary of two Joplin police officers who focus solely on removing drunk drivers from the road, and two new, fully equipped Breath

Alcohol Testing, or BAT vans. That grant was \$190,000.

"This new DWI Enforcement Unit is going to be a huge help to our area," said Sgt. Darren Gallup of the Joplin Police Department. "And this unit won't just stay in Joplin. We'll work with other agencies to get it out in other parts of southwest Missouri."

Assistant District Engineer Dan Salisbury said the grants are aimed at one thing—to reduce impaired driving crashes.

"Last year from Thanksgiving through Christmas, 74 people in District 7 lost their lives, and 14 were due to impaired driving," Salisbury said. "We want to reduce that number so no one has to suffer from losing a loved one during the holidays."



Pictured above is one of two new BAT vans purchased through a grant from MoDOT's Highway Safety Division.

Automatic Engine Shut-off Saves 9,300 Gallons of Fuel Shut-off Feature Readjusted for Winter Operations

by Wendy Brunner-Lewis

In an effort to conserve fuel this past fall, District 7 mechanics and field technicians adjusted the maintenance trucks 1998 and newer to automatically shut off the engines after idling for five minutes. This resulted in a savings of 9,300 gallons of fuel in the first quarter of the fiscal year.

"The trucks consume eight-tenths of a gallon of fuel per hour while idling," said General Services Manager John Sinclair. "Diesels don't need to run like they used to, so it's good this is getting everyone in the habit of turning off their trucks if they're not going to be used for a long time."

But now that winter is here, the five-minute automatic shutoff time will be adjusted to 20 minutes so as not to hinder winter operations.

"We were getting complaints from our maintenance folks loading salt that halfway through loading the trucks, the trucks will shut off with the bed still up," Sinclair said. "So we spent the month of December readjusting the shut offs from five minutes to 20 minutes."

STRETCH YOUR POWER



Sinclair said this year was a learning process, and the shut-off timing will be reevaluated in the spring.

"We didn't know which equipment needed adjusting when we first started this, so if there's something that needs to be readjusted, all Maintenance has

to do is let us know and we'll fix it. We'll look at each situation and each piece of equipment to find out what its needs are.

"Again," Sinclair reiterated, "we're not here to hamper Maintenance's operations."

12

Buildings Save on Electricity Usage

Congratulations to employees in the maintenance buildings at El Dorado Springs, Longview, Osceola and Stockton, and employees in the Signal

Shop and the Neosho Construction office for lowering their year-to-date electrical consumption by 40 percent or more. We appreciate their efforts in

minimizing utility costs. Maintenance Superintendent II Don Boultinghouse's area had three buildings on the list. Great job!

El Dorado Springs' year-to-date decrease in electrical usage was 54.64 percent; Longview's was 48.08 percent; Osceola's was 41.87 percent; Stockton's was 41.63 percent; the Signal Shop's was 43.82 percent; and Neosho Construction's was 39.89 percent.

The district office had the biggest decrease with over 25,000 kwh reduced. We plan to follow up to find out what practices were implemented to reduce power consumption so that we can share them with others. Thanks for everyone's efforts to cut back on their consumption of energy!

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D8

Springfield Area

Heavy '09 Construction Year Includes 60/65 Startup

by Bob Edwards

One of the most significant projects in District 8's history both in cost and scope begins in 2009 with the reconstruction of the Route 60/65 interchange in Springfield.

The \$60-million project, accelerated by Amendment 3 funding, includes building two flyover ramps, building bridges on Route 60 over the railroad tracks to the city's James River Power Plant, replacing the Route 65 bridges over Route 60 and rehabilitating the Route 60 bridges over Lake Springfield.

"It's huge," said Assistant District Engineer Andy Mueller. "It has public support. People know it's been needed for years."

Traffic disruptions are inevitable during the three-year long Route 60/65 project, but an extensive communication plan will be in place to let drivers know what's coming and when.

"Most of the inconvenience will be in 2009 and early 2010," said Project Manager Linda Bokel. "By late 2010, the flyovers will be finished and a lot of drivers will have an improved trip."

Also in 2009, work is scheduled to begin on installing median guard cable along Route 65 through Springfield, to be replaced by a median concrete barrier when the highway is six-laned. However, if Congress approves an economic stimulus package, the six-laning of Route 65 would be accelerated to begin by fall 2009 and would eliminate the need to put in cable.

Bridges on Route 32/Niangua River east of Buffalo and Polk County Route AA/Hominy Creek near Halfway will

D8 Major Project Work

New in 2009

- **Route 60/65, Springfield:** Interchange reconstruction, with two new flyover ramps, new bridges over BNSF tracks, replacing bridges on Route 65 over Route 60, rehabilitating Route 60 bridges over Lake Springfield.

- **Route 13 (Kansas Expressway)/I 44, Springfield:** Rehabilitating bridges and converting to first in USA Diverging Diamond Interchange. (See Page X)

- **I 44/Glenstone Avenue/Greene County Route H, Springfield:** Interchange reconstruction, with Route H three laning to Valley Water Mill Road.

- **Route 744 (Kearney Street)/Route 65, Springfield:** Bridge rehabilitation, lane reconfiguration and additions.

Ongoing from 2008

- **Route 65, Fair Grove to Buffalo:** Four laning.

- **Route 13, north of Springfield to south of Bolivar:** Relocating 12.5 mile section of northbound lanes.

- **Route 14/65, Ozark:** Interchange reconstruction, with added left turn lanes.

- **I 44/Route 266/Airport Blvd., Springfield:** Interchange reconstruction, Route 266 relocation, building of road to new airport terminal.

be closed and rehabilitated in early 2009. These are two of the first 100 bridge projects statewide under the Safe & Sound program to replace or rehabilitate 800 bridges through 2014.

A \$10.8-million project to convert the I-44 Conway rest area to a new I-44 Welcome Center continues, with completion in the spring. The center will have a Historic Route 66 theme and will feature more restroom facilities, tourist information and more truck parking.

Operations/Maintenance Veterans Retire in January

by Angela Eden

Operations Senior Office Assistant Julie Daily

Service: 25 years (Hired March 1, 1982)

Career: Senior Secretary, District Counsel's Office, 1982-1987; Asst. Materials

Technician, Materials, 1987-1991; Aggregate Inspector, Materials, 1991-1995; Intermediate Clerk to Senior Office Assistant, Operations, 1995-2008



Daily

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D8 at Work

Patching shoulders on Route 5 north of Lebanon (top photo) are Dove Senior Maintenance Worker Lynn Garner, left, and Maintenance Worker John Schaefer.

Checking a pavement grooving project on I-44 near Northview (middle photo) is Branson Senior Construction Inspector Reuben Sanchez, right, talking with Leo Berg of Diamond Surfaces Inc., Maple Grove, MN.

Practicing basic life support in First Aid/CPR/AED training (bottom photo) are Rueter Senior Maintenance Worker Ray Strain, left, and Bradleyville Senior Maintenance Worker Steve Clevenger. Instructor is Risk Management Technician Jodie Payne. D8 ended 2008 with 99 percent of employees trained.



Bob Edwards

Biggest Challenge: Taking minutes at Operations meetings. "It was quite entertaining at times."

Biggest Change: MoDOT is more budget conscious. "I'm a taxpayer, too!"

Quote: "MoDOT is not just Team MoDOT. It has been my extended family for the past 25-1/2 years."

Post-MoDOT: More time with husband, Max, and family; trips to their Douglas County cabin; dream trip to Alaska

Ava/Gainesville Maintenance Superintendent Mike Peck

Service: 36 years
(Hired Oct. 1, 1972)

Career: Crew worker to senior crew worker, Branson, 1972-1980; local maintenance supervisor, Bois D'Arc, Re-



Peck

public and Galena, 1980-1988; special maintenance supervisor, Bridge Crew, 1988-1991; maintenance superintendent, Gainesville/Ava area, 1991-2008

Biggest Challenge: Getting enough people, materials and equipment to get the work done

Most memorable: Pride in how his crews work together to clear roads after floods, high winds and ice/snow

Quote: Fellow employees work hard and care for one another. "I'll miss seeing the people on a regular basis."

Post-MoDOT: More family time, traveling, fishing, hunting and woodworking

Also retiring: Lebanon Area Senior Equipment Technician Darrell Brixey

D9

South Central

South Central District Lives Value of Safety

Five Meritorious Safety Awards, Two Certificates of Appreciation Presented

A reflection of how committed MoDOT's South Central District employees are to working safely is shown through seven individuals who were recently recognized for going beyond expectations.

Director of Risk and Benefits Management Jeff Padgett was on hand for the South Central District Long Term Safety Awards luncheon Dec. 10 to present Van Buren Maintenance personnel Roger Christensen, Joey Dorris, Tom Osburn, Don Ricker and Gene

Swift with Meritorious Safety Awards and Rick Hamm and Ryan Freeze with Certificates of Appreciation.

These employees were recognized for actions taken on Mar. 18, 2008, during flood conditions on Route D in Carter County. While checking for damage and high water, Christensen and Dorris found a truck wedged on its side between a

horse trailer and trees in the creek next to the highway. Two gentlemen were stranded and in need of help.

Christensen radioed for help. Not long after, several arrived on the scene including the sheriff, Missouri State

MoDOT employees Osburn and Swift arrived to help, launching lighter rope in throw bags and pulling one of the men to safety.

The second gentleman did not resurface after submerging a fourth time, causing a highway patrolman to jump in and push him to the surface. When the patrolman did not resurface, Christensen jumped in and pulled them both to the surface of the water.

Forming a human chain on the bank, the group pulled them to safety. It was quickly noticed, however, that one of the volunteer firefighters was still in the water. Ricker and Dorris pulled him to safety with a throw rope.

Hamm and Freeze worked traffic control at the scene to keep onlookers moving and clear the highway for emergency response vehicles.

District Safety and Health Manager Darren Petrus said all seven employees are to be commended for displaying department values including not compromising safety, using teamwork and treating everyone with respect.



Jeff Padgett with Meritorious Safety Award recipients Joey Dorris, Roger Christensen, Don Ricker, Gene Swift and Tom Osburn and District Engineer Tom Stehn.



Jeff Padgett with Certificate of Appreciation recipients Rick Hamm and Ryan Freeze and District Engineer Tom Stehn.

Highway Patrol and fire department, which had been called by Ricker after hearing Christensen's transmission.

Fast-moving current prevented getting the rope to the stranded men. Cold water and the inability of one victim to swim further complicated the situation. Park service personnel along with

Senator Bond Leads Ribbon Cutting on Route 60, Mountain View Corridor a Step Closer to Completion

Raindrops hung heavy in the clouds until just after the ribbon was cut on the newly completed five-lane section of Route 60 through Mountain View on Dec. 3. Missouri Highways and Transportation Commissioner Rudolph Farber and South Central District Engineer Tom Stehn joined Sen. Christopher S. "Kit" Bond in celebrating the project.

The 14-mile section extends from the Route 60/63 interchange near Willow Springs to 0.45 mile east of Route 17 North. Within the section, the divided four-lane comes together with a center turn lane through Mountain View. The contractor on the project was Chester Bross Construction Company/CB Equipment, Inc., at a total cost of \$23,990,681.

At the ceremony, Sen. Bond commented on how good roads connect people and communities. "This connection will attract and sustain businesses, jobs and a high quality of life for Missouri families," he said.

Bond noted the important step the completion of this stretch of highway

plays in the completion of the entire corridor, which will connect Southeast and Southwest Missouri. Final completion is expected in early 2010.

Bond, one of the federal highway bill authors, secured more than \$1 billion in new highway funds for Missouri and \$467.5 million for statewide transporta-

tion projects, including \$25 million for a section of Route 60. He and Rep. Jo Ann Emerson have been instrumental in making the corridor expansion possible. The pair worked together to secure an additional \$10 million under the 2003 transportation spending bill.



The ribbon cutting was led by U.S. Sen. Christopher S. "Kit" Bond, who was joined by Darren Lingle, representing U.S. Rep. Jo Ann Emerson, Missouri Highways and Transportation Commissioner Rudolph Farber, State Rep. Ward Franz and several other county and city elected officials.

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D10

Southeast

Annual Bridge Building Competition, Bigger than Ever

After more than 225 bridges were tested, Tom Bach of Ste. Genevieve High School stood victorious in MoDOT's fifth annual Bridge Building Competition for high school juniors and seniors. The competition sought to test the students' engineering skills as they designed and constructed the most efficient model bridge, the lightest bridge to carry the greatest load—Bach's bridge proved to do just that.

With \$650 in prize money at stake, other Ste. Genevieve High School students' bridges followed Bach's lead. In addition to winning first place, Ste. Genevieve High School also had bridges that came in second, third and fourth place—Zachary Fallert, second place; Alex Herzog, third place; and Michael Rhodes, fourth place.

Other awards included the "most aesthetic" bridge, given to Will Johnson of

Kennett High School; and the computer-based electronic bridge award, given to Brittany Burnett of Risco High School.



District Engineer Mark Shelton and Traffic Engineer Craig Compas test one of the many student-built bridges. More than 30 schools participated in the annual bridge building competition.

Prize money was donated by the Missouri Society of Professional Engineers, the Cape Area Engineers Club and Southeast Missouri State's Engineering and Physics Club.

In addition to individual prizes, schools that competed the best overall were also awarded from \$1,000 in prize money donated by Sen. Jason Crowell.

Ste. Genevieve High School Teacher Clayton Cox accepted a trophy and \$500 check for first place; Chaffee High School Teacher Jaron McMurry accepted a \$300 check for placing second; and Oak Ridge High School Teacher Mark Gihring accepted a \$200 check for third.

said Traffic Engineer Craig Compas. "We're appreciative that Sen. Crowell's generosity made this possible."

In addition to prize money, \$10,000 in civil engineering scholarships were also available. Southeast Missouri State University, Missouri University of Science and Technology, the University of Missouri-Columbia, Arkansas State University, and Southern Illinois University each offered civil engineering scholarship.

"We really want to foster an interest in civil engineering with the competition," says Senior Highway Designer Anita Clark. "The event started as a way to get students in Southeast Missouri interested in engineering, help them with their education, and hopefully have

them working in the field someday, possibly with MoDOT. That opportunity wouldn't be possible without the generous donations of the businesses and organizations that help us make it happen each year and to them, we are extremely grateful."



Traffic Studies Specialist Seth Bollinger explains the rules of the electronic bridge competition to a group of high school students.

"We've had so many teachers really get involved in the competition and use it as a way to teach elements of engineering to their students and really educate them about the design process, that we wanted a way to reward the schools for their efforts in promoting civil engineering."

Educational Efforts Continue in D10



(left) Before cooler weather began to hit the Southeast area, fifth grade students from St. Francis Xavier Grade School painted Buckle-Up messages and posted signs near their school in Sikeston.



(right) Senior Traffic Studies Specialist Tom Sanders talks to area home-schooled students about roadway traffic signs and other MoDOT operations.

Group Effort: Christmas Angels

Businesses in the Sikeston area helped MoDOT provide Christmas gifts to more than 130 area kids who otherwise might not receive anything during the holidays. Recently, MoDOT employees used their vacation leave to make and

deliver approximately 1,400 bowls of chili to area businesses. Proceeds from the event were then used to buy gifts for children through the Christmas Angels program sponsored by USBank and the Division of Family Services.



MoDOT employees were able to buy gifts for over 130 children this holiday season, thanks to the combined efforts of many District 10 employees. From the employees that made the chili from scratch, to the employees that shopped and delivered gifts, the Annual Christmas Angels chili fundraiser was a huge success for the 22nd consecutive year.

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MoDOT's Top 10 Accomplishments of 2008

by Sally Oxenhandler

“Look how far we’ve come.” That was the message MoDOT Director Pete Rahn delivered to state legislators in the fifth and final State of Transportation Address on Feb. 6. Here is a recap of MoDOT’s top 10 achievements in 2008 that underscore the agency’s efforts to be accountable and deliver a safe and efficient transportation system.

1. Coalition Reaches Goal For Reducing Fatalities

Missouri reached its highway fatality reduction goal of fewer than 1,000 deaths by 2008 one year early. Not since 1993 has the state had fewer than 1,000 fatalities. Over the last two years, Missouri has seen a 21 percent decrease in traffic deaths – the second-largest decrease in the nation.



2. I-64 Closing Goes Smoothly

Although St. Louisans braced themselves for the worst, the closing of a five-mile stretch of Interstate 64 in the heart of St. Louis went off with few problems. After the Jan. 2 closing, newspaper headlines read, “Region’s traffic nightmare a no-show,” and “Preparation Pays Off.” In addition, this portion of the largest reconstruction project in MoDOT history was completed two weeks ahead of schedule.



3. Safe & Sound Bridge Improvement Program Launched

In September, MoDOT launched the largest bridge program in state history. Under the Safe & Sound Bridge Improvement Program, the agency will improve 802 of Missouri’s lowest rated bridges in five years. At least 100 of those structures will be under construction in early 2009.



4. State Highway Conditions, System Performance Show Marked Improvements

In 2008, 78 percent of the state’s major roads were reported to be in good

condition compared to 44 percent in 2003. The Reason Foundation ranked Missouri 13th in the nation for overall



performance of its state highway system in 2006. That was up from 17th in 2005 and 28th in 2004. In its "Grading the States 2008" study, the Pew Center on the States gave Missouri a B+ for its infrastructure performance, which beat all but four other states and the 50-state average grade of a B-.

5. Other Ways to Travel Get Funding Boost

Missouri legislators increased funding for Missouri’s passenger rail, aviation,



port and transit travel by a whopping 74 percent in the last legislative session. The department will invest the money in rail and airport improvements, port upgrade and operating assistance for agencies that transport elderly and disabled citizens.

6. MoDOT Responds To Emergencies

In April, the Missouri House of Representatives honored MoDOT maintenance crews with a resolution thanking them for keeping Missouri highways clear and safe in the face of record snow, ice, flooding, earthquakes and, yes, even frogs. “We do have a plan in

place for locusts,” MoDOT Director Pete Rahn quipped to Missouri legislators.

7. MoDOT Cost Savings Fund Additional Projects

By pinching pennies, estimating construction work to the dime and encouraging innovation, MoDOT saved nearly \$50 million in 2008 that was used to tackle 36 new highway projects. Over the last five years, MoDOT has completed \$5.6 billion worth of work within seven-tenths of a percent of the estimate for a \$38 million savings.

“Most states have seen their infrastructure and transportation problems get worse over the past few years; Missouri is one of the few that has managed to improve.” From the Pew Center on the States’ “Grading the States 2008” report featured in the March issue of Governing magazine.

8. Work Begins on kcICON Design-Build Project

MoDOT broke ground on a major design-build project in Kansas City in April. The quarter-billion dollar road and bridge project – kcICON – will improve four miles of interstate highway north of downtown Kansas City. It also includes the construction of the Christopher S. Bond Bridge - a new landmark, cable-stay Missouri River bridge.



9. States Agree on Mississippi River Bridge Project

In February, the governors of Missouri and Illinois announced the two states had reached an agreement on building a new Mississippi River Bridge in St. Louis. The bridge will reduce traffic congestion and vehicle crashes on the Poplar Street Bridge, as well as enhance travel and economic opportunities for the metropolitan areas.



10. Rahn Delivers Last State of Transportation Address

MoDOT Director Pete Rahn delivered the fifth and final State of Transportation Address to Missouri legislators on Feb. 6. The law authorizing the annual speech contained a five-year sunset clause, which legislators did not extend. “I believe the elimination of this speech sends a clear signal that MoDOT has regained its footing and your trust,” Rahn told legislators. “Five years ago we faced uncertainty, but today there is no doubt - we’ve come a long way in a short time.”



For more information, visit MoDOT’s Web site at www.modot.org.